

SUCCESSFUL FLIGHT OF AIRSHIP ARROW

Sails Above World's Fair Grounds
And Over the City of St.
Louis

PROPELLED BY ITS OWN POWER

Motor Broke but Control Over the
Machine Was Not Lost—Landed
In Cahokia.

St. Louis, Oct. 25.—Propelled part of the way by its own power and the remainder of the distance by the wind, which was blowing at the rate of about nine or ten miles an hour, the airship Arrow, owned by Thomas S. Baldwin of San Francisco, in charge of A. B. Knabenshue of Toledo, made an unannounced ascension from the aeronautic course at the world's fair today and landed near Cahokia, Ill., a distance of nearly 10 miles, after a flight that attracted the attention of thousands of persons, who cheered almost continuously as the big flying machine passed over the exposition grounds, left the residence section of St. Louis far beneath it, and soared high above the towering office buildings of the business district.

Clinging to the framework of the car, his precarious foothold on the iron tube that forms one side of the base of the triangular network of supports and ribs of the airship body, Knabenshue directed the movements of his flying machine and maneuvered in circles and against the wind high over the monster exhibit palaces of the exposition before an accident to his motor, which rendered the big engine propellers useless and curtailed his command of the airship.

Notwithstanding the breaking of the motor Knabenshue did not lose complete control of the machine, but with the momentum given to the machine in a course that varied several points in each direction from the trend of the wind and land at a point of his own selection.

There was a comparatively small crowd at the Aerodrome when the flight began. The trip from the starting point to the main part of the exposition grounds was also unnoted by the thousands of visitors that thronged the exposition.

In this manner the appearance of the airship several hundred feet in the air, sailing over the transportation building, came as a surprise to the hundreds of sightseers, but within 10 minutes of its discovery thousands were watching with breathless interest as Knabenshue, who was plainly discernible, caused the flying machine to turn this way and that at his will.

Slowly the airship turned, and, breasting the wind, made progress in the direction from which it had come. Again did the big cigar-shaped balloon turn at the command of the daring man at its helm and once more it soared away to the eastward, where hundreds of cheering spectators marked its flight from the plaza St. Louis. In attempting to make the second turn the accident to the motor occurred, but almost instantly Knabenshue gained control of the machine and made a straight course a little east of southeast.

After he had landed, Knabenshue stated then when he found he could control the movements of the airship even after his motor was useless, he determined to make the test a fair trial, and decided to direct a landing on the east side of the Mississippi river. Steering his balloon so that he could gain the best speed from the wind, Knabenshue directed its course over the southwestern residence district of St. Louis, where its presence was soon discovered and its progress marked by the crowd.

Passing rapidly eastward, the Arrow reached the downtown district, where its appearance was the signal for the greatest excitement. Clerks deserted their desks, streetcars were stopped, and practically all business was suspended while the airship passed over the city. From its movements the spectators could not determine whether the propellers were working, as the big ship seemed to respond to every demand made by its navigator, and to change its course at will, not at the vagaries of the wind.

Although then nearly a mile high, Knabenshue could be seen occasionally moving backward and forward on his dangerous standing place, keeping the ship under control and directing its movements either upward or downward as he desired. From the Mississippi side he passed to the Illinois shore of the river, and, having completed his self-imposed task, he headed toward Cahokia along in the wake of the airship, grounded about half a mile from that little hamlet.

While the appearance of the airship in St. Louis created excitement, the sight of a swiftly moving flying machine, headed toward their town caused a furor among the inhabitants of Cahokia and the surrounding farms. Horses were hastily harnessed and within a few minutes the roads were filled with persons hastening along in the wake of the airship, which by this time was unmistakably heading toward the ground.

When within about 10 feet of the earth Knabenshue threw out his grapple and one of the hoons caught in a clearing and the large body slowly settled to the ground, resting lightly upon its framework. Knabenshue alighted and secured the airship to prevent injury from the wind, and hurried to put himself in command of the machine. Baldwin, who had remained at the world's fair grounds, and assure him that the Arrow was uninjured, except for the minor breakage of the motor.

Immediately after landing Knabenshue stated that in his opinion the trial of the airship was a distinct success. He said that he could have brought the flying machine to the ground at any time, but that as he could to a certain extent control its movements, and that as he considered himself in no danger, he decided to continue the flight and demonstrate that, even though the motor was broken, the Arrow could be controlled. The flight occupied exactly one hour. The motor broke about 15 minutes after the airship left the aeronautic course.

The Arrow is the lightest aerial craft yet designed, the combined weight being between 300 and 400 pounds. He states that the accident to the motor was caused by the chain which operates the two propellers slipping from the wheel, caused by the speed of the motor.

POSTMASTER VAN COTT.
He Dies Suddenly from Heart Failure.

New York, Oct. 25.—Cornelius Van COTT, postmaster of New York City, died suddenly this afternoon of heart failure, following a sharp attack of acute

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the doctors, not
against them**
We give doctors the formula
for Ayer's Sarsaparilla.
Then they can tell, when
asked, just what it will do.
Suppose you ask your doctor
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cases of impure blood, thin
blood, debility, exhaustion.
Sold for 60 years. J. C. Ayer & Co.,
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nervous indisposition. He was taken ill yesterday afternoon at his office in the federal building and his condition was such that the attending physician deemed his removal unwise at that time. This noon Mr. Van COTT appeared much better and was taken to his home in West Sixty-sixth street. He walked to the elevator in the federal building without difficulty. A consultation of physicians was held at his home, and they gave a favorable prognosis, provided apoplexy did not supervene. Shortly after, however, the patient had a sinking spell and died at 3:25 of heart failure.

Mr. Van COTT had been a vigorous man, but of late he had been subject to an unusual amount of trouble, and this is believed to have undermined his health. He assisted in the establishment of a commercial agency and signed notes to a large amount. The concern failed and Mr. Van COTT was called upon to pay over \$22,000, which took practically the savings of his lifetime. About this time an investigation of this New York postoffice was undertaken by the Washington officials, but the integrity or probity of the postmaster was not impugned. Notwithstanding the favorable outcome he worried much over the affair.

The recent arrest of his son, Richard Van COTT, charged with colonizing voters, was a severe blow to the postmaster, who expressed his belief in his son's innocence and was in his mind with advancing age he was in his 67th year played an important part in bringing on the fatal illness.

TROLLEY CARS COLLIDE.
Between Thirty and Thirty-five
Persons Injured.

Seattle, Wash., Oct. 25.—Between 30 and 35 persons were injured, two persons fatally, in a head-on collision between passenger cars on the Seattle & Ranton electric railroad about 1,000 feet south of the Hill brick yard, in the lower part of the city, at 5:30 o'clock this morning. The accident was due in part to the dense fog, but mainly, it is believed, because one of the cars moved from its switch before the motor man was certain that the proper signal was given.

STANDARD OIL CO.
Issues Statement Regarding Its
Business Connections.

New York, Oct. 25.—C. T. Dodd of counsel for the Standard Oil company, today authorized the following statement: "In view of the many false and misleading statements from various sources, the directors of the Standard Oil company deem it advisable to state to the common stockholders and to the public that neither now nor at any time has the Standard Oil company or any of its constituent companies been interested in any business not directly related with and necessary to the petroleum trade.

"It would be almost impossible to designate in this denial the different classes of business with which irrefragable parties have coupled the Standard Oil company's name, but it may not be amiss to specify copper, steel, banks, railroads and gas (other than the company's gas being most prominently mentioned).

"With none of these affairs has the Standard Oil company been at any time connected. Individual members of the Standard Oil company have been and are interested as individuals in various enterprises, but this is entirely outside of the business of the Standard Oil company, which is oil alone, unaffected by other interests in which its stockholders may invest.

"Neither is it true that the Standard Oil company, John D. Rockefeller or any officer of the Standard Oil company has taken part in securing the nomination of the candidates for office, as is so positively stated. Furthermore, it is entirely untrue that there is any 'Standard Oil party' banded together for speculation in stocks, as is so commonly charged. The name of the Standard Oil company is frequently used by designing persons in the manipulation of the stock market, but its use is unwarranted.

"The Standard Oil company departs from its usual custom in making this denial, for the reason that the statement being made at this time by newspapers, magazines and sensational public speakers appear to be unfavourable, and may to a great extent mislead the public."

"China Joe" Suicide.
Phillipsburg, Mont., Oct. 25.—"China Joe," a resident of this place for the past 20 years, committed suicide by cutting his throat with a hand saw. The Chinaman had been sick for some time and imagined he was going to die.

Novel Automobile Accident.

New York, Oct. 25.—Something new in the automobile accident line happened at Flushing, Long Island. While running at high speed a head-on collision occurred between a big car and a motor cycle. B. R. Young of Jamaica who was riding the latter machine was badly hurt, while the chauffeur of the automobile was hurled out and somewhat bruised.

The smaller machine was completely wrecked and the automobile sustained damage necessitating its being taken to the shop. The collision occurred on a sharp curve, and neither driver heard the other approaching.

CHINESE REFORM ASS'N.
Preparing to Start Revolution
Against Present Empire.

Portland, Ore., Oct. 25.—The Oregonian prints an article to the effect that the Chinese reform association is preparing to start a revolution against the present empire of China during the celebration of the next Chinese new year, which occurs in February. An order has been issued by the officials in Vancouver, B. C., directing all Chinese to prepare to return to their native land forthwith. The association has a large membership in every city on the Pacific coast, and as far east as Denver, Colo.

The article continues: "As an insult to the Empress Tai Ann, the reigning monarch of the Celestial empire, the members of the association have been ordered to cut off their queues. The queue is a mark of submission to the reigning power. They have determined to work through mem-

bers now in China to oust the empress and place the young and deposed emperor, little Quong Suey, on the throne. The emperor can be easily influenced. If this (transpired) by the organization, which will use him as a figurehead as a tool while Yin Yen, the head of the association, who is in Vancouver, B. C., will be the real ruler in his position as prime minister.

It was declared by a member near to Yin Yen in standing, that there were officials and men in China ready to move at a minute's warning, and that the move, when made, would be conclusive."

Booth Tucker's Farewell Lecture

Chicago, Oct. 25.—Thirty-five hundred persons have attended the farewell lecture of Commander Booth-Tucker of the Salvation Army at the Auditorium. As his talk was brought to a close Luther Lathin Mills offered and the audience adopted resolutions expressing the regret of Chicago at the probable transfer of the commander to other fields. Commander Booth-Tucker announced that Col. Rowton, who has commanded the Chicago brigade of the army for four years, will soon leave to take up his work in Denmark.

WORLD'S FAIR MUSEUM.

Pres. Francis Appoints Committee to Consider Establishment

St. Louis, Mo., Oct. 25.—The board of directors of the world's fair has authorized President Francis to appoint a special committee of five to consider the possible establishment of a permanent museum and especially to take up the matter of the reception of exhibits for such purposes.

In connection with the project of establishing a permanent museum, Director of Exhibits Frederick J. V. Skiff approved before the board of directors and made the following statement:

"The Field museum, of which I am the director, has, through its curators, made a careful canvass of the exhibits and exhibit material on the exposition grounds, which the museum would be glad to acquire under its plan and scope. But I desire to state that this work was undertaken by the museum with special instructions from the board of trustees that, in the event of a serious undertaking on the part of St. Louis to establish a natural history or ethnological museum of any kind, the material secured by the Field museum would be of value, it was to be entirely at the service of the St. Louis or gaination."

TO SAVE CALEB POWERS.

Ex-Gov. Black Volunteers His Services.

New York, Oct. 25.—Immediately after the election next month former Gov. Frank S. Black will go to Frankfurt, Ky., where he will enter into a legal battle for which he has volunteered his services with the hope of saving the life of Caleb Powers, who is awaiting execution in that state for complicity in the assassination of Gov. William Goebel.

Mr. Black has told his friends that he believes Powers innocent and declares he will fight against the verdict of the lower courts and, if necessary, carry the case to the supreme tribunal at Washington.

The testimony of 300 witnesses living in all sections of Kentucky will be taken.

SIDEWALK DECISION.

Flagging on Adjoining Properties Not Even, Not Defective.

Chicago, Oct. 25.—The appellate court, in a decision just rendered, holds that when sidewalks of two adjoining properties meet and the flagging of one is a few inches lower than the other it is not to be classed as a defective sidewalk and the city cannot be held liable for injuries suffered by persons who fail to exercise due precaution.

The ruling was in the case of Anella Norton, who fell on a sidewalk where there was a step off of between two and three inches. She brought suit and a jury returned a verdict of \$5,000 upon which the city appealed.

CO-ED. INSTITUTIONS.

Disappearance of Men from Them Only Matter of Time.

Chicago, Oct. 25.—Dr. Edmund J. James, in his last report as president to the trustees of Northwestern university, says the disappearance of men from the co-educational institutions in the Mississippi valley may be only a matter of time.

Dr. James quotes figures on the attendance in the college of liberal arts of Northwestern to prove his theory. These show that in the last four years the percentage of women students has increased from 26.1 to 36.6.

SPARE THE ROD.

Teachers in New York Not Allowed to Use It on Pupils.

New York, Oct. 25.—Neither principals nor teachers in the New York public schools are to have the privilege of enforcing obedience by the use of rod, ferule or other means of corporal punishment. A proposed amendment to the present law has been exhaustively discussed by the committee of elementary education and when put to a vote was defeated. Moral suasion, it was decided, is the only up-to-date

No-Cold Underwear

Ordinary underwear, because of its close, tight weave, is not sufficiently absorbent. The wearer perspires, the perspiration remains on his body, the skin becomes chilled and a cold results. That is ordinary catch-cold underwear. Wright's Health Underwear differs from ordinary underwear as a Turkish towel differs from an ordinary towel in absorbency. The loop-fleece lining of Wright's Health Underwear absorbs the perspiration quickly and easily, carries it to the outside of the garment to evaporate and leaves the skin practically dry.

That is why Wright's Health Underwear is called no-cold underwear. Although so much better Wright's costs no more than ordinary underwear. Dealers have it.

Send for book, "Dressing For Health."

WRIGHT'S HEALTH UNDERWEAR CO.,
75 Franklin St., New York.

method worthy of consideration. Superintendent Maxwell took a firm stand on that ground and a majority of the committee stood with him. Three amendments were offered giving a restricted right to administer some form of corporal punishment.

After a long discussion it was decided that the committee should report to the board of education today in favor of retaining the present rule forbidding the use of corporal punishment in the public schools.

Members of the committee believe that their report will be accepted without further agitation of the subject.

NORTH SEA VICTIMS.
Journal de St. Petersburg Starts A Subscription for Them.

St. Petersburg, Journal de St. Petersburg has opened a subscription for the families of the British fishermen killed by the guns of the second Pacific squadron. The paper opens the list with a contribution of \$25.

The first harsh note sounded by the press in connection with the affair is found in the Russ which declares today that the British government, knowing the serious problem of self-preservation confronting the Russian fleet, should have taken precaution of warning the traveler fleet against greeting in the way of the warships.

The Russ adds that it has reason to believe "certain other vessels" suffered from the fishing fleet, about whose fate nothing will be said in England.

Moses Bensinger's Will.

Chicago, Oct. 25.—Moses Bensinger, who died recently, left an estate valued at \$250,000. Almost all the property is bequeathed to members of the family. Michael Reese hospital and the Jewish Training school are given \$1,000 each by the will, which has just been filed and the Alexian brothers' hospital is bequeathed \$500.

RUSSIAN PRISONERS.

Make Assaults on Guards and Attempt to Escape.

Tokio, Oct. 25, 9:20 a. m.—Attempts to escape, assaults upon guards and various instances of refractory conduct on the part of Russian prisoners of war under confinement in Japan have led to the formulation of a series of regulations which will be henceforth enforced as follows: Captives resisting their guards will be imprisoned. The leaders of plots to escape ac-

companied by force, will be hanged or executed, and participants will be imprisoned. The leaders of organized assaults on guards will be hanged and participants therein will be imprisoned. Captives released upon taking an oath that they will not again participate in the war will be hanged if captured.

Mrs. Longstreet Made Postmaster
Washington, Oct. 25.—President Roosevelt today directed the appointment of Mrs. James Longstreet to be postmaster at Gainesville, Ga. Mrs. Longstreet is the widow of Gen. James Longstreet.

STOLE HIS SHEEP.

Junius Wright of Boise in Chicago Looking for Them.

Chicago, Oct. 25.—Junius Wright of Boise, Ida., having discovered that 1-300 of his best sheep had been stolen by one of his tenders and shipped to Chicago, has come here only to learn that the sheep have been sold for \$7,000 and the man has disappeared.

The police are working on the case.

Political Rights of Students.

New York, Oct. 25.—Based on a recent decision by the appellate division of the state supreme court denying the right of non-resident students to vote in the districts where they attend college, legal proceedings are to be instituted at the instance of a political club at Columbia university to mandamus the boards of registry and compel them to strike every student's name from the official list of voters.

There are 2,000 voters attending Columbia. Half of them are legally empowered to vote by actual residence in this city. But the other half are likely to be denied a vote under the appellate division ruling, in which all the justices of that court concurred.

If the mandamus campaign is extended to all the colleges of the state many thousands of votes will be lost.

Cleveland Will Speak Nov. 2.

New York, Oct. 25.—Announcement was made today at Tammany Hall that former President of Cleveland will deliver an address at a mass meeting at Cooper Union in this city on the evening of Nov. 2.

It was announced tonight by Herman Ridder that Mr. Cleveland will appear under the auspices of the German-American League of New York. The meeting will be presided over by Carl Schurz.

Radical Prison Reform.

Trenton, N. J., Oct. 25.—As a result of ideas gained at the recent congress held in Quincy, Ill., George O. Osborne, head keeper of the New Jersey state prison in this city, has announced his determination to inaugurate radical reforms.

One of the changes to be made is the abolishment of the dungeon as a punishment for infraction of the prison rules and the substitution of a well-lighted and well-ventilated cell for such offenders.

The prisoners placed in solitary confinement in this way will be chained in such a manner that they will be kept standing during the hours when other prisoners are at work. The thumb print method of identification also will be adopted.

Drake's Palmetto Wine.
A trial bottle sent prepaid, free of charge, to every reader of this paper who has chronic Stomach Troubles, Flatulency, Constipation, Catarrh of the Mucous Membranes, Congestion of Liver, Kidneys, or Intestines, or of Bladder, Oedema, a day's relief immediately, cures absolutely, builds up nervous system and promotes a larger, purer and richer blood supply. Ready at drug stores for usual \$1.00 size bottle. For a free trial bottle write Drake Formula Co., Chicago.

PAINLESS DENTISTRY

By our scientific experts takes less time, is of better quality, makes a better appearance, wears the longest and costs the least because we have every modern facility and electrical and mechanical device for the most superior dental work. Our prices bespeak themselves, and our written guarantee protects you for 10 years.

22-k Gold Crowns \$5.00
Bridge-work, per tooth 1.00
Gold Fillings 1.50
Silver Fillings50
Painless Extracting50

All Work Done Without Pain.
Bring this ad. with you. Don't fail to get the right place. Teeth extracted FREE when plates without pain. FREE are ordered.

We buy all our material in wholesale lots direct from the manufacturers. We save the middleman's profit and give our patrons the benefit.

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126 Main Street.
Hours, 8:30 to 6:30; Sunday, 10 to 2. Lady attendant.

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Wm. B. Preston, Vice President
Charles S. Burton, Cashier
Henry T. McEwan, Assistant Cashier

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Capital \$200,000.00
Surplus \$200,000.00
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Moses Thacher, Vice President
H. S. Young, Cashier
Edward S. Hills, Assistant Cashier

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Salt Lake City, Utah. (Established 1851)

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W. F. ADAMS, Cashier
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MEREDITH'S TRUNKS
Are Good Trunks.

Largest stock, best prices. 135 Main St.

Time Table
In Effect June 19, 1904.

ARRIVE.
From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Des Moines, points between Ogden and intermediate points 9:30 a. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 11:30 a. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 1:30 p. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 3:30 p. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 5:30 p. m.

DEPART.
For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis 7:00 a. m.
For Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Des Moines, points between Ogden and intermediate points 9:30 a. m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 11:30 a. m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 1:30 p. m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 3:30 p. m.
For Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 5:30 p. m.

LEAVE SALT LAKE CITY.
No. 10—For Heber, Provo and Marysville 6:00 a. m.
No. 102—For Ogden and West 8:00 a. m.
No. 6—For Ogden and West 10:00 a. m.
No. 1—For Ogden and West 12:00 p. m.
No. 2—For Ogden and West 2:00 p. m.
No. 114—For Brigham 3:00 p. m.
No. 11—For Ogden and Local 5:00 p. m.
No. 3—For Ogden and West 7:00 p. m.

ARRIVE SALT LAKE CITY.
No. 6—From Ogden and Local 8:00 a. m.
No. 102—From Ogden and Local 10:00 a. m.
No. 1—From Ogden and Local 12:00 p. m.
No. 2—From Ogden and Local 2:00 p. m.
No. 11—From Ogden and Local 4:00 p. m.
No. 114—From Brigham 5:00 p. m.
No. 3—From Ogden and Local 7:00 p. m.

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From Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Des Moines, points between Ogden and intermediate points 9:30 a. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 11:30 a. m.
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From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 3:30 p. m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver, Portland, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points 5:30 p. m.

THE LAGOON ROAD
Salt Lake and Ogden Railway.

Time Table in effect, Sept. 4, 1904.
Leave Salt Lake, 6:30 and 9 a. m., 4:30 and 6:30 p. m.
Leave Farmington and Lagoon, 7:30 and 10 a. m., 4:30 and 6:30 p. m.
Extra trains at 11 a. m. and 1:30 p. m. on Sundays and Holidays.

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